



**Post Office Box 9010 Addison, Texas
75001-9010
5300 Belt Line Road
(972) 450-7000 Fax: (972) 450-7043**

AGENDA

SPECIAL MEETING OF THE CITY COUNCIL

AND / OR

WORK SESSION OF THE CITY COUNCIL

6:30 PM

April 14, 2014

ADDISON TOWN HALL

5300 BELT LINE RD., DALLAS, TX 75254

WORK SESSION

- WS1 Discussion and review of the Town Hall Meeting scheduled for April 15, 2014.
-

SPECIAL MEETING

- S1 Discussion, consider and take action authorizing the City Manager to execute and record in the Dallas County Official Public Records a Notice of Modification of Means of Airport Ingress/Egress giving public notice of the existence and modification of Airport Parkway and Eddie Rickenbacker Drive (the “Notice”).

RECOMMENDATION:

Administration recommends approval.

Adjourn Meeting

Posted:

Matthew McCombs, April 11, 2014, 5:00pm

**THE TOWN OF ADDISON IS ACCESSIBLE TO PERSONS WITH DISABILITIES.
PLEASE CALL (972) 450-7090 AT LEAST
48 HOURS IN ADVANCE IF YOU NEED ASSISTANCE.**

Special Meeting and Work Session

Meeting Date: 04/14/2014

Council Goals:

Information

AGENDA CAPTION:

Discussion and review of the Town Hall Meeting scheduled for April 15, 2014.

FINANCIAL IMPACT:

N/A

BACKGROUND:

N/A

RECOMMENDATION:

Special Meeting and Work Session

Meeting Date: 04/14/2014

Council Goals: Create a vision for the airport to maximize the value
Infrastructure improvement and maintenance

Information

AGENDA CAPTION:

Discussion, consider and take action authorizing the City Manager to execute and record in the Dallas County Official Public Records a Notice of Modification of Means of Airport Ingress/Egress giving public notice of the existence and modification of Airport Parkway and Eddie Rickenbacker Drive (the “Notice”).

FINANCIAL IMPACT:

There is no financial impact.

BACKGROUND:

The Final Plat for Addison Airport was filed and recorded on July 7, 2005 in the Dallas County Property Records as Instrument #200503420292 and is attached as Exhibit “A” in the Notice attached hereto. The Plat reflects an access way or means of ingress/egress in and to the Airport that begins at the Addison Road/Airport Parkway intersection and extends westward approximately 1,085 feet into the Airport (this ingress and egress is shown to lie within the marked cloud in Exhibit “A” of the Notice).

Such means of ingress and egress is necessary to provide access to the Airport, tenant's leased premises, places of business and other common areas of the Airport. Often, tenants, their lenders and title companies require assurance they have continuous access to and from their premises throughout the lease term, which is typically evidenced by a publicly recorded instrument such as the attached Notice. By recording this document the Town gives notice to the general public of the points of ingress and egress and the permitted use thereof.

The City has since modified and realigned the location of the above referenced ingress/egress shown in the Plat, and by the Notice shows the ingress and egress into the Airport in two segments commonly known as Airport Parkway and Eddie Rickenbacker Drive, which are more fully described by survey and legal description in Exhibit “B” of the Notice.

RECOMMENDATION:

Administration recommends approval.

Attachments

Airport Parkway-Eddie Rickenbacker Recommendation



William M. Dyer
Real Estate Manager
16051 Addison Road
Suite #220
Addison, Texas 75001

Main: 972-392-4850
Direct: 972-392-4856
Fax: 972-788-9334
bill.dyer@addisonairport.net

- MEMORANDUM -

To: Lisa Pyles
From: Bill Dyer
CC: Joel Jenkinson
Date: April 8, 2014
Re: Request for Town's Consideration and Consent for Ingress/Egress Modification at Addison Airport

Airport Management is requesting the Town Council to consider and consent to the Notice of Modification of Means of Airport Ingress/Egress at Addison Airport (the "Notice") substantially in the form attached. The city attorney has reviewed and finds the Notice attached to be acceptable for the Town's purposes.

Background Information: The Town is the owner and operator of Addison Airport. The Final Plat for Addison Airport, filed and recorded on July 7, 2005 in the Dallas County Property Records as Instrument #200503420292, shows Airport Parkway, which is included within the Airport boundaries, as an unrecorded means of ingress/egress to and from the Airport that begins where the Airport abuts Addison Road and extends westward into the Airport serving as a means of ingress to various leased properties in that portion of the Airport. Eddie Rickenbaker Drive, an existing non-recorded street that intersects Airport Parkway is not even shown in the Plat.

Airport Parkway was realigned and reconstructed in 2004-2005 in connection with redevelopment that took place in that portion of the Airport. The attached Notice of Modification of Means of Airport Ingress/Egress gives public notice that Eddie Rickenbaker Drive exists and Airport Parkway's alignment has changed since the Plat was first recorded. Exhibit "B" to the Notice describes each of these points of ingress and egress by survey and legal description (metes and bounds).

Airport Parkway and Eddie Rickenbaker Drive are used on a daily basis by Airport staff, Airport tenants, their guests and invitees, as well as other users of the Airport. These

access roads as serve as the primary access route for emergency responders including, but not limited to, Addison police and fire.



Tenants, their lenders, title companies and insurance companies require assurance the properties will have continuous access to and from their leased premises and nearby public streets throughout the term of their lease. This assurance is evidenced by a publicly recorded instrument similar to the attached Notice whereby the Town gives grants ingress/egress into the Airport for the permitted purposes described therein.

Economic Impact: No direct economic impact is realized by the requested action. However, without legal access to their leased premises, it would be difficult for tenants to obtain leasehold mortgages, title and property insurance, which could impair the Airport's viability and sustainability.

Conclusion and Recommendation:

It is customary and necessary for the Town to grant ingress/egress to various portions of the Airport, giving its users legal access to and from their leasehold properties. Airport Management is requesting the Town Council give its consent authorizing the City Manager to execute and record in the Dallas County Public Records the attached Notice of Modification of Means of Airport Ingress to and from Airport Parkway and Eddie Rickenbacker.

STATE OF TEXAS §
 §
COUNTY OF DALLAS §

Notice of Modification of Means of Airport Ingress/Egress

This Notice of Modification of Airport Ingress/Egress ("Notice") is made this the ____ day of _____, 2014 by the Town of Addison, Texas (the "City").

The City is the owner of the Addison Airport (the "Airport"), the boundaries of which are shown, at least in part, by that Final Plat filed and recorded on July 7, 2005 in the Dallas County Property Records as Instrument #200503420292, a reduced copy of which is attached hereto as Exhibit A and incorporated herein (the "Plat"). The Plat reflects an access way or means of ingress and egress in and to the Airport that begins at a location along the Airport's eastern boundary, where the Airport abuts Addison Road at its intersection with Airport Parkway, and extends into the Airport approximately 1,085 feet (this means of ingress and egress lies within the marked clouded on the attached Exhibit A) (the "Ingress/Egress").

Common facilities at the Airport that may serve certain Airport tenants and customers, like the Ingress/Egress, may be provided, modified, changed, rearranged, altered, removed, or terminated from time to time by Addison in its sole discretion. The City has modified and realigned the location of the Ingress/Egress, including bifurcating it into two segments to be commonly known as Airport Parkway and Eddie Rickenbacker Drive, as shown and more fully described in the survey and legal description attached hereto as Exhibit B and incorporated herein (the "Modified Ingress/Egress").

The City desires by this Notice to provide notice of the modification and realignment of the Ingress/Egress from its original location as shown on the Plat to the location of the Modified Ingress/Egress as shown on the attached Exhibit B.

Now let it be known that the Ingress/Egress as shown on the attached Exhibit A has been modified and realigned so that its location is now the Modified Ingress/Egress as shown on the attached Exhibit B. Except to the extent of any overlap between the Ingress/Egress and the Modified Ingress/Egress, the Ingress/Egress is no longer a way of access or means of ingress or egress from, to, or within the Airport or a common facility of the Airport.

The Modified Ingress/Egress is a common facility of the Airport and provides ingress and egress (e.g., for automobile access) between a public street of the City and the Airport, including ingress and egress to and from property within the Airport that has been leased by the City to a tenant and that abuts the Modified Ingress/Egress ("Leased Property"), subject, however, to the terms, conditions and provision of any lease of the Leased Property. The Modified Ingress/Egress shall at all times be under the exclusive control, operation and management of the City, and may be rearranged, modified, changed, realigned, altered, removed, or terminated by the City from time to time in the City's sole discretion, provided, however, that Leased Property will continue to have ingress/egress to and from a public street or road. The Modified Ingress/Egress is subject to any and all applicable laws, constitutions, statutes, the City Charter, codes, ordinances, rules, regulations, standards, policies, plans, directives, orders, grant agreements, grant assurances, any grant, loan, or agreement under Section 22.055 of the Tex.

Transp. Code, and interpretations of any of the foregoing, of or by any federal, state or local governmental or quasi-governmental entity, agency, body, commission, council, or authority (including, without limitation, the Federal Aviation Administration (“FAA”), the Texas Department of Transportation (“TxDOT”), and the City).

SIGNED this _____ day of _____, 2014.

TOWN OF ADDISON, TEXAS

By: _____
Lea Dunn, City Manager

ACKNOWLEDGMENT

STATE OF TEXAS §

COUNTY OF DALLAS §

Before me, the undersigned authority, on this day personally appeared Lea Dunn, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that she executed the same for the purposes and consideration therein expressed.

Given under my hand and seal of office this _____ day of _____, 2014.

Notary Public, State of Texas

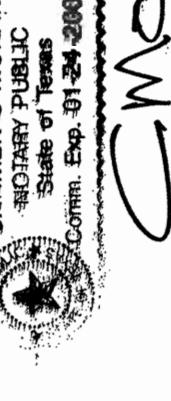
Print Name: _____

My commission expires: _____

EXHIBIT "A" - Airport Plat

2005 JUL - 7 PM 12:04
Cynthia Calhoun
COUNTY CLERK
DALLAS COUNTY, TEXAS

15
15
2
2
7
15



15

FINAL PLAT ADDISON AIRPORT TOWN OF ADDISON, TEXAS



Town of Addison Approval:
City Secretary: Cormen Moran
Scott W. Whetstone
Major (Town of Addison)

PROPERTY DESCRIPTION

Control Monument

(NAD 83, TEXAS NORTH CENTRAL - 4202)

Adjoiner Index

Index	Owner	Vol.	Page
A1	Texas Turnpike Authority	96/97	47/24
A2	Texas Federal Subdivision, No.2	79/0/9	133
A3	Burkeville Airport Addition	84/0/8	45/59
A4	Von-Hoff Subdivision	79/1/2	183/1
A5	Aerojet Airco Subdivision	79/3/6	26/10
A6	Repalt Avco Subdivision	97/0/3	28/46
A7	Personal Way Aviation Addison	90/2/1	28/50
A8	Harrington Outfitters, Ltd.	98/2/5	35/29
A9	Airport Land Development Subdivision	79/0/8	17/02
A10	Albert P. Ezio Subdivision	84/0/2	30/30
A11	Edison Storage Addition	85/0/7	28/2
A12	Edisonair Mgmt/Marital Trust, No. 1	99/0/8	31/73
A13	John J. Shepherd, Jr. & Sandra D. Shepherd	92/0/9	4/51
A14	Crossroads Aviation Inc.	67/0/4	2/23
A15	D&M Road Condo's	71/0/5	2/09
A16	D.A. Cody & Glass	82/0/3	1/59
A17	General Public	9/2/47	40/2
A18	Town of Addison	91/0/4	4/16
A19	White Rock Masonic Lodge #234	20/00/01	4/25
A20	George P. Kondos and Carol C. Kondos	87/0/01	4/08/9
A21	15800-D Dooley Road Ltd.	81/11/5	00/16

Parent Tracts

Owner: City of Addison
Address: 1533 Addison Road City of Addison, Texas
Legal Description: Being all the certain tract of land Abstract 320, out of the Edward Cook Survey Abstract 334, and less than 1/2 acre, being all the George Syms Survey Abstract 334, and less than 1/2 acre, being all the William Lomax Survey Abstract 123, Lot IR-1, Block A, Col. Addition, Vol. 2002003, Pg. 103;
Grantor: Roy V. Kincaid, Jr.
Grantee: Town of Addison
Vol. 9815 Pg. 2291
Re: Kincaid Addition Vol. 84/087 Pg. 00/048

Grantor: Billy Joe Mullins, Jr.
Grantee: Town of Addison
Vol. 9819 Pg. 54/36
Re: Mullins Addition Vol. 85/157 Pg. 46/74 and Barnett Addition Vol. 85/160 Pg. 16/80

Grantor: George Mario, Trustees, et al
Grantee: City of Addison
Vol. 9807 Pg. 124-1
Re: 1/4th Interest

Grantor: Bob Chester and William F. Chester
Grantee: City of Addison
Vol. 88/015 Pg. 1243-4-D
Re: Chester Addition Vol. 84/216 Pg. 30/66

Grantor: Project-Cob, Inc.
Grantee: Town of Addison
Vol. 0/22 Pg. 17/21

Grantor: W. H. Lafferty
Grantee: City of Addison
Judgment Couse# 80-1894-D
Vol. 31/07 Pg. 26/27

Grantor: Bellwood North Joint Venture, et al
Grantee: City of Addison
Vol. 20/22 Pg. 12/11

Grantor: Bob Chester and William F. Chester
Grantee: City of Addison
Vol. 88/015 Pg. 1243-4-D
Re: Chester Addition Vol. 84/216 Pg. 30/66

Grantor: Project-Cob, Inc.
Grantee: Town of Addison
Vol. 0/22 Pg. 17/21

Grantor: Charles Coyle, Independent Executor of the Estate of William L. Gray and Independent Director of the Estate of Kathy L. Gray
Vol. 81/150 Pg. 19/85
Re: 1/4th Interest

Grantor: Ovidial Coleman, et al
Grantee: City of Addison
Vol. 81/150 Pg. 19/89
Re: 1/4th Interest

Grantor: Annie Ruth Harge, et al
Grantee: City of Addison
Vol. 81/150 Pg. 19/91
Re: 1/4th Interest

Grantor: North Texas Tollway Authority
Grantee: City of Addison
Vol. 20/21 Pg. 10/44

That THE TOWN OF ADDISON ("Owner") does hereby adopt this plat designating the hereinabove property as ADDISON AIRPORT ADDITION, on addition to the Town of Addison, Texas, and, subject to the conditions, restrictions and reservations stated hereinafter, owner dedicates to the public use forever the streets and alleys shown thereon.

The easements shown on this plat are hereby reeveded for the purposes as indicated, including, but not limited to, the installation and maintenance of water, sanitary sewer, storm sewer, drainage, electric, telephone, gas and cable television. Owner shall have the right to use these easements, provided however, that it does not unreasonably interfere or impede the provision of the services to others. Said utility easements are hereby held by the property owner for mutual use and agrees to accommodate the natural flow of water run-off shall be permitted by construction of any type of fence or any other structure within the drainage and floodway easement. Provided, however, it is understood that in the event it becomes necessary for the City to chanellize or consider erecting any type of drainage structure in order to improve the storm and floodway easement will remain as an open channel, unless required to be enclosed by ordinance, at all times and shall be maintained by the individual owners of the lot or lots that are traversed by the drainage and floodway easement. The City will not be responsible for the maintenance and operation of any drainage and floodway easement adjacent to its property clean and free of debris, silt, growth, vegetation, weeds, rubbish, refuse and any substance which would result in unsanitary conditions or obstruct the flow of water along said creek, or for the control of erosion. No supervision and maintenance work by the property owner to alleviate any undesirable conditions which may occur.

Dedication Statement

That THE TOWN OF ADDISON ("Owner") does hereby adopt this plat designating the hereinabove property as ADDISON AIRPORT ADDITION, on addition to the Town of Addison, Texas, and, subject to the conditions, restrictions and reservations stated hereinafter, owner dedicates to the public use forever the streets and alleys shown thereon.

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Any drainage and floodway easement shown herein is hereby granted to maintenance responsibilities. The existing channels or creeks traversing the drainage and floodway easement, then in such event, the City shall have the right to, and upon the occurrence of these natural phenomena, are subject to storm water overflow and natural bank erosion to an extent that cannot be definitely defined. The City shall not be held liable for any damages or injuries of any nature resulting from the occurrence of these natural phenomena, nor resulting from the failure of any structure or structures, within the natural drainage channels, and the owners hereby agree to indemnify and hold harmless the City from any such damages and injuries. Building areas outside the drainage and floodway easement line shall be filled to a minimum elevation as shown on the plat. The minimum floor of elevation of each lot shall be shown on the plat.

The maintenance or owing of the utility and fire lane easements is the responsibility of the property owner. All public utilities shall at all times have the full right of ingress and egress to and upon the solid utility easements for the purpose of constructing, reconstructing, inspecting, patrolling, maintaining and adding to or removing all or parts of its respective system without the necessity of acquiring the permission of anyone. Any public utility shall have the right of ingress and egress to private property for the purpose of reading meters and any maintenance and service required or otherwise performed by that utility. Buildings, fences, trees, shrubs, or other improvements or growth constructed or reconstructed or placed upon or across the utility easements as shown; provided, however, that owner or its agent or contractors shall have the right to, remove and keep removed all or parts of any buildings, fences, trees, shrubs or other improvements or growth to any way endanger or interfere with the construction, maintenance or efficiency of its respective system or service.

The maintenance and sanitary sewer easements shall also include additional area of working space for construction and maintenance of the systems. Additional easement area is also conveyed for installation and maintenance of manholes, culverts, fire hydrants, water service and sewer services from the main to curb or pavement line, and the descriptions of such additional easements herein granted shall be determined by their locations as insatied.

This plat is approved subject to all plating ordinances, rules, regulations and resolutions of the Town of Addison, Texas.

EXHIBIT "B"
AIRPORT PARKWAY
60' Ingress/Egress Easement

BEING a tract of land situated in the Edward Cook Survey, Abstract No. 326, Dallas County, Texas, and being a part of the Final Plat of Addison Airport, an addition to the Town of Addison, Texas, according to the plat thereof recorded in Volume 2005131, Page 82 of the Deed Records of Dallas County, Texas (DRDCT), and being more particularly described as follows:

BEGINNING at a set one-inch brass disc stamped 'Sparr Surveys' in the west line of Addison Road, (variable width right-of-way), with the north line of Airport Parkway (a unrecorded 60 foot ingress/egress easement) and having Texas State Plane Coordinates of Northing: 7,038,499.0066, Easting: 2,480,658.2488;

THENCE South 00 degrees 52 minutes 49 seconds West, along the west line of said Addison Road, 60.00 feet to a set one-inch brass disc stamped 'Sparr Surveys';

THENCE South 89 degrees 26 minutes 44 seconds West, departing the west line of said Addison Road, 202.60 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of curvature of a circular curve to the left having a radius of 300.00 feet;

THENCE southwesterly, along said curve to the left, through a central angle of 26 degrees 35 minutes 00 seconds, an arc distance of 139.19 feet and having a chord which bears South 76 degrees 09 minutes 14 seconds West, 137.94 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of tangency;

THENCE South 62 degrees 51 minutes 44 seconds West, 18.25 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of curvature of a circular curve to the left having a radius of 300.00 feet;

THENCE southwesterly, along said curve to the left, through a central angle of 36 degrees 00 minutes 00 seconds, an arc distance of 188.50 feet and having a chord which bears South 44 degrees 51 minutes 44 seconds West, 185.41 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of reverse curvature of a circular curve to the right having a radius of 248.00 feet;

THENCE southwesterly, along said curve to the right, through a central angle of 25 degrees 49 minutes 09 seconds, an arc distance of 111.76 feet and having a chord which bears South 39 degrees 46 minutes 18 seconds West, 110.81 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of reverse curvature of a circular curve to the left having a radius of 70.00 feet;

THENCE southwesterly, along said curve to the left, through a central angle of 33 degrees 18 minutes 33 seconds, an arc distance of 40.69 feet and having a chord which bears South 36 degrees 01 minutes 36 seconds West, 40.12 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of tangency;

THENCE South 19 degrees 22 minutes 20 seconds West, 138.36 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of curvature of a circular curve to the right having a radius of 130.00 feet;

EXHIBIT "B"

THENCE southwesterly, along said curve to the right, through a central angle of 49 degrees 31 minutes 49 seconds, an arc distance of 112.38 feet and having a chord which bears South 44 degrees 08 minutes 14 seconds West, 108.91 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of tangency;

THENCE South 68 degrees 54 minutes 08 seconds West, 153.83 feet to a set one-inch brass disc stamped 'Sparr Surveys';

THENCE North 21 degrees 05 minutes 52 seconds West, 60.00 feet to a set one-inch brass disc stamped 'Sparr Surveys';

THENCE North 68 degrees 54 minutes 08 seconds East, 153.83 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of curvature of a circular curve to the left having a radius of 70.00 feet;

THENCE northeasterly, along said curve to the left, through a central angle of 49 degrees 31 minutes 49 seconds, an arc distance of 60.51 feet and having a chord which bears North 44 degrees 08 minutes 14 seconds East, 58.65 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of tangency;

THENCE North 19 degrees 22 minutes 20 seconds East, 138.36 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of curvature of a circular curve to the right having a radius of 130.00 feet;

THENCE northeasterly, along said curve to the right, through a central angle of 33 degrees 18 minutes 33 seconds, an arc distance of 75.58 feet and having a chord which bears North 36 degrees 01 minutes 36 seconds East, 74.52 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of reverse curvature of a circular curve to the left having a radius of 188.00 feet;

THENCE northeasterly, along said curve to the left, through a central angle of 25 degrees 49 minutes 09 seconds, an arc distance of 84.72 feet and having a chord which bears North 39 degrees 46 minutes 18 seconds East, 84.00 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of reverse curvature of a circular curve to the right having a radius of 360.00 feet;

THENCE northeasterly, along said curve to the right, through a central angle of 36 degrees 00 minutes 00 seconds, an arc distance of 226.19 feet and having a chord which bears North 44 degrees 51 minutes 44 seconds East, 222.49 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of tangency;

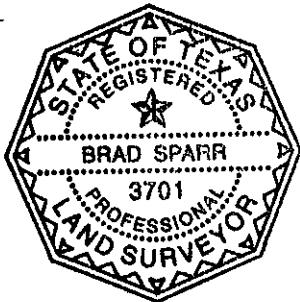
THENCE North 62 degrees 51 minutes 44 seconds East, 18.25 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of curvature of a circular curve to the right having a radius of 360.00 feet;

THENCE northeasterly, along said curve to the right, through a central angle of 26 degrees 35 minutes 00 seconds, an arc distance of 167.03 feet and having a chord which bears North 76 degrees 09 minutes 14 seconds East, 165.53 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of tangency;

EXHIBIT "B"

THENCE North 89 degrees 26 minutes 44 seconds East, 202.26 feet to the POINT of BEGINNING and CONTAINING 1.54 acres of land.


Brad Sparr
Registered Professional
Land Surveyor No. 3701



Sparr Surveys
2553 C.R. 722
McKinney, Texas 75069
(214) 544-2297

EXHIBIT A

Eddie Rickenbacker Drive
Unrecorded 50' Ingress/Egress Esmt.

DELTA= 26°35'00"
RAD= 360.00'
ARC= 167.03'
CHD= N 76°09'14" E

165.53'

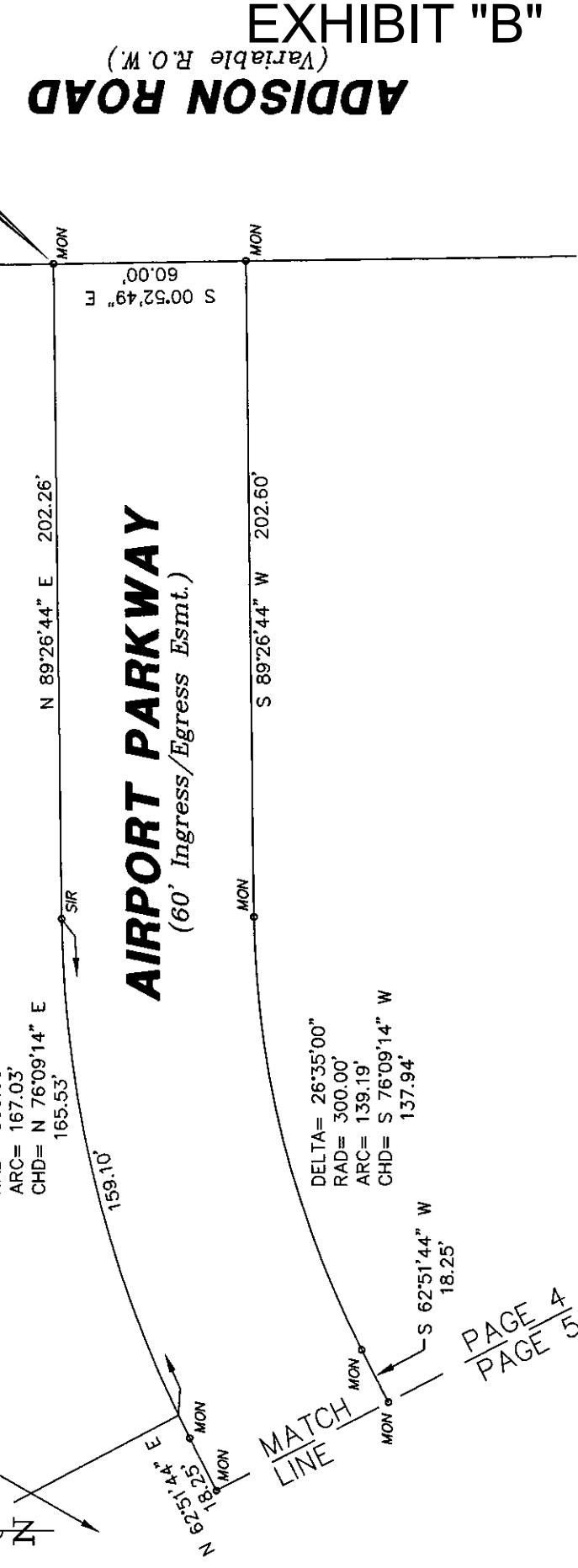
159.10'

N

EXHIBIT "B"

ADDISON ROAD
(Variable R.O.W.)

TEXAS STATE PLANE
COORDINATES
N: 7035499.0066
E: 2480658.2488
**POINT OF
BEGINNING**



NOTES:

- 1) HORIZONTAL AND VERTICAL CONTROL BASED ON ADDISON AIRPORT CONTROL MONUMENTATION.
- 2) MON DENOTES A SET 1" DIAMETER BRASS DISC STAMPED "SPARR SURVEYS".
- 3) SIR DENOTES A 5/8" IRON ROD SET WITH PLASTIC CAP STAMPED "SPARR SURVEYS".

Scale 1" = 50'
Date 01-17-2014
JOB No.: 19000L

PAGE 4 OF 6

Sparr Surveys

2553 C.R. 722
McKinney, Texas 75069
(214) 544-2297

TBPLS FIRM No. 10059300

EXHIBIT A

Eddie Rickenbacker Drive
Unrecorded 50' Ingress/Egress Esmt.



EXHIBIT "B"

PAGE 4
PAGE 5

MATCH
LINE

MON

DELTA= 36'00"00"
RAD= 360.00'
ARC= 226.19'
CHD= N 44°51'44" E
222.49'

DELTA= 36'00"00"
RAD= 300.00'
ARC= 188.50'
CHD= S 44°51'44" W
185.41'

ADDRESS
ESTMT.
E.D. ARKWAY
60. O.P.T.

SIR

DELTA= 25°49'09"
RAD= 188.00'
ARC= 84.72'
CHD= N 39°46'18" E
84.00'

DELTA= 25°49'09"
RAD= 248.00'
ARC= 111.76'
CHD= S 39°46'18" W
110.81'

DELTA= 33°18'33"
RAD= 70.00'
ARC= 40.69'
CHD= S 36°01'36" W
40.12'

MATCH
LINE

Sparr Surveys

2553 C.R. 722
McKinney, Texas 75069
(214) 544-2297

TBPLS FIRM No. 100059300



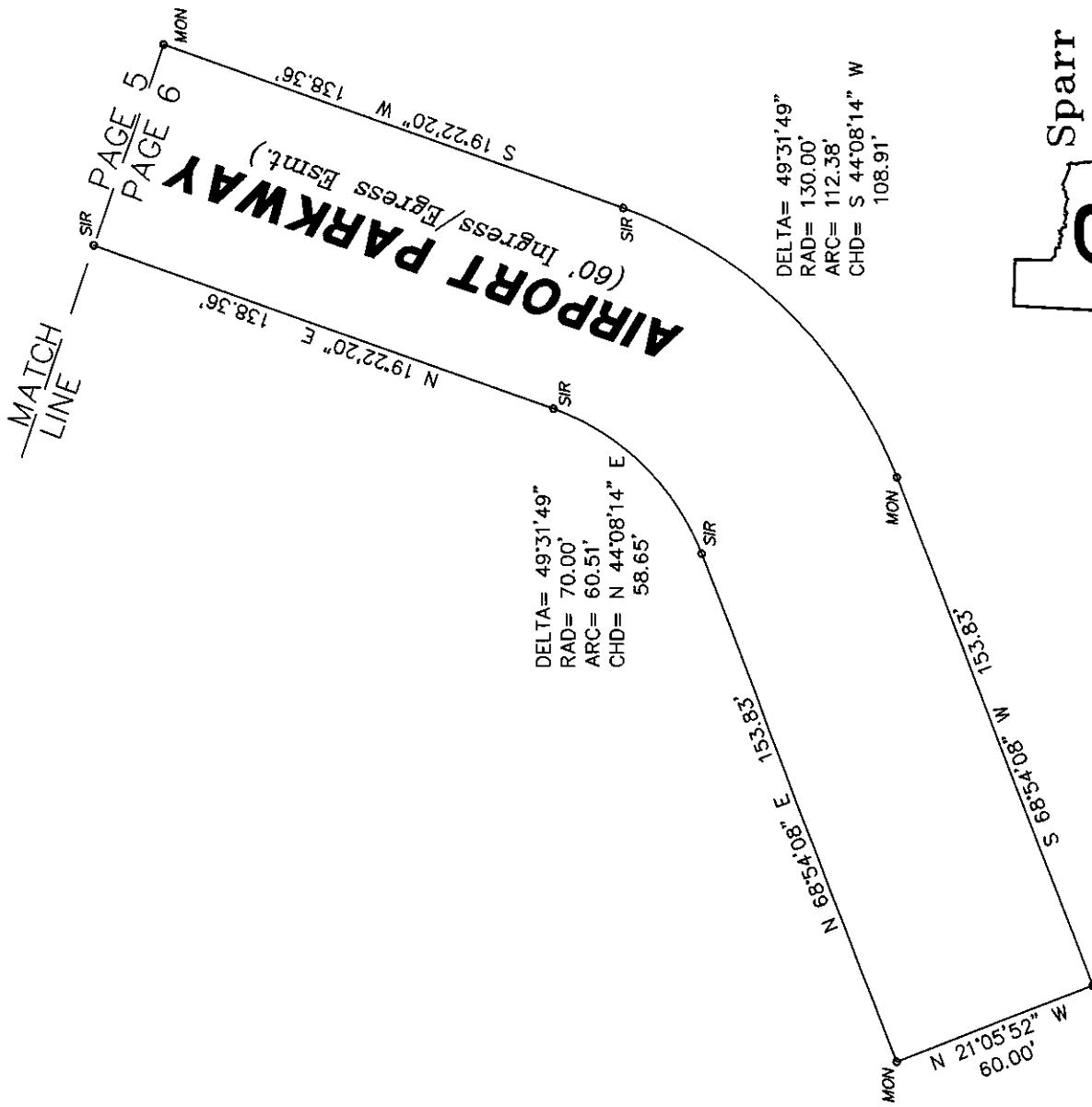
PAGE 5
PAGE 6

Scale 1" = 50'
Date 01-17-2014
JOB No.: 19000L

PAGE 5 OF 6

EXHIBIT A

EXHIBIT "B"



Sparr Surveys

2553 C.R. 722
McKinney, Texas 75069
(214) 544-2297

TPLS FIRM No. 10059300

Scale $\frac{1''}{50'}$

Date 01-17-2014

JOB No.: 19000L PAGE 6 OF 6

N

EXHIBIT "B"

EDDIE RICKENBACKER DRIVE

50' Ingress/Egress Easement

BEING a tract of land situated in the Edward Cook Survey, Abstract No. 326, Dallas County, Texas, and being a part of the Final Plat of Addison Airport, an addition to the Town of Addison, Texas, according to the plat thereof recorded in Volume 2005131, Page 82 of the Deed Records of Dallas County, Texas (DRDCT), and being more particularly described as follows:

COMMENCING at a set one-inch brass disc stamped 'Sparr Surveys' in the west line of Addison Road, (variable width right-of-way), with the north line of Airport Parkway (a unrecorded 60 foot ingress/egress easement) and having Texas State Plane Coordinates of Northing: 7,038,499.0066, Easting: 2,480,658.2488;

THENCE South 89 degrees 26 minutes 44 seconds West, along the north line of said Airport Parkway, 202.26 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of curvature of a circular curve to the left having a radius of 360.00 feet;

THENCE southwesterly, continuing along the north line of said Airport Parkway and said curve to the left, through a central angle of 25 degrees 19 minutes 19 seconds, an arc distance of 159.10 feet and having a chord which bears South 76 degrees 47 minutes 04 seconds West, 157.81 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the **POINT of BEGINNING**;

THENCE southwesterly, continuing along the north line of said Airport Parkway and said curve to the left, through a central angle of 01 degrees 15 minutes 41 seconds, an arc distance of 7.92 feet and having a chord which bears South 63 degrees 29 minutes 34 seconds West, 7.92 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of tangency;

THENCE South 62 degrees 51 minutes 44 seconds West, continuing along the north line of said Airport Parkway, 18.25 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of curvature of a circular curve to the left having a radius of 360.00 feet;

THENCE southwesterly, continuing along the north line of said Airport Parkway and said curve to the left, through a central angle of 03 degrees 47 minutes 39 seconds, an arc distance of 23.84 feet and having a chord which bears South 60 degrees 57 minutes 54 seconds West, 23.83 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the intersection of the north line of said Airport Parkway with the west line of said Eddie Rickenbacker Drive;

THENCE in a northerly and westerly direction along the west and south line of said Eddie Rickenbacker Drive the following:

North 27 degrees 36 minutes 35 seconds West, 89.22 feet to a set one-inch brass disc stamped 'Sparr Surveys' at the point of curvature of a circular curve to the left having a radius of 63.35 feet;

Northwesterly, along said curve to the left, through a central angle of 84 degrees 21 minutes 33 seconds, an arc distance of 93.27 feet and having a chord which bears North 69 degrees 47 minutes 21 seconds West, 85.07 feet to a 5/8-inch iron rod set with plastic cap stamped 'Sparr Surveys' at the point of tangency;

EXHIBIT A

AIR#:
88
PROPERTY #:
016B
4689 Eddie Rickenbacker Drive

CURVE TABLE			
No.	DELTA	RADIUS	ARC
C1	25°19'19"	360.00'	159.10' S 76°47'04" W 157.81'
C2	01°15'41"	360.00'	7.92' S 63°29'34" W 7.92'
C3	03°47'39"	360.00'	23.84' S 60°57'54" W 23.83'
C4	84°21'33"	63.35'	93.27' N 69°47'21" W 85.07'
C5	84°21'33"	113.35'	166.89' S 69°47'21" E 152.22'

MATCH LINE
MON

EDDIE RICKENBACKER DRIVE

(50' Ingress/Egress Esmt.)

SIR
PAGE 3
PAGE 4

ADDISON ROAD

(Vertical & Horizontal)

TEXAS STATE PLANE
COORDINATES

N: 7038499.0066
E: 2480658.2488

POINT OF
COMMENCING

POINT OF
BEGINNING

MON
SIR
S 89°26'44" W
202.26'
C1

AIRPORT PARKWAY
(60' Ingress/Egress Esmt.)

SIR
S 27°36'35" E 88.93'
50'
MON
N 27°36'35" W
SIR
C4
C5
SIR
C2
MON
S 62°51'44" W
89.22'
MON
C3
SIR
C1
MON

Sparr Surveys

2553 C.R. 722
McKinney, Texas 75069
(214) 544-2297

TBPLS FIRM No. 10059300



Scale $\frac{1''}{50'}$
Date 04-03-2014

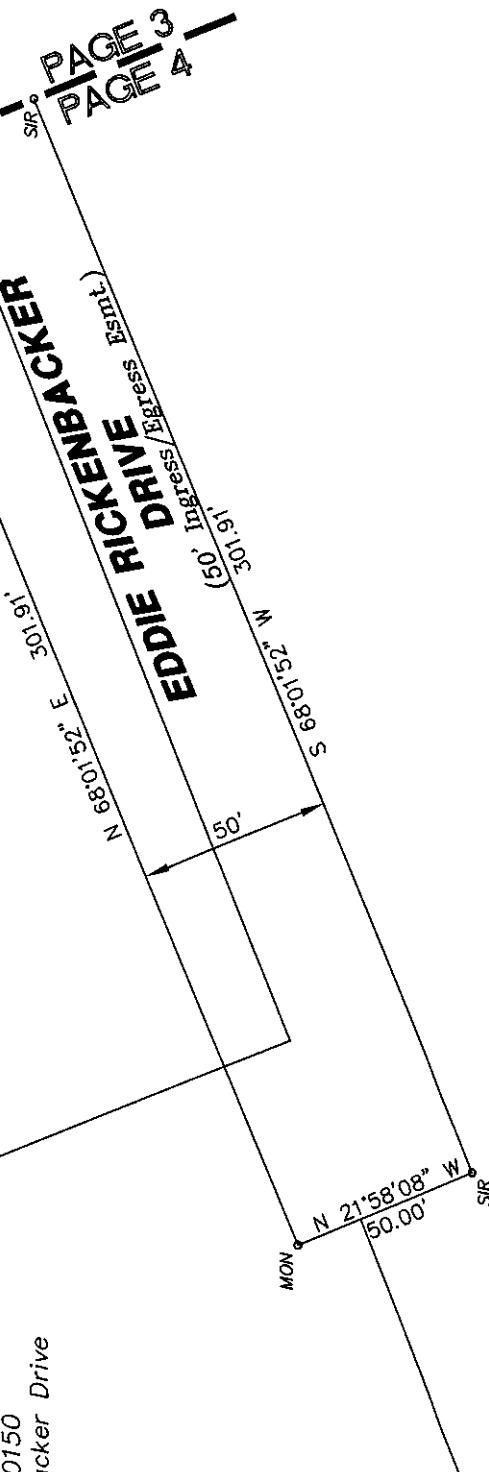
JOB No.: 19000L PAGE 3 OF 4

EXHIBIT A

N

ALP#: S2
PROPERTY #: 016A
4511 Eddie Rickenbacker Drive

ALP#: A4a
PROPERTY #: 0150
4545 Eddie Rickenbacker Drive



NOTES:

- 1) BEARINGS BASED ON ADDISON AIRPORT CONTROL MONUMENTATION.
- 2) MON DENOTES A SET 1" DIAMETER BRASS DISC STAMPED "SPARR SURVEYS".
- 3) SIR DENOTES A 5/8" IRON ROD SET WITH PLASTIC CAP STAMPED "SPARR SURVEYS".

Scale $\frac{1''}{50'} = 50'$
Date 04-03-2014

JOB No.: 19000L PAGE 4 OF 4



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